



INITIAL F-22 OPERATIONAL WING BEDDOWN

Final Environmental Impact Statement



November 2001

How to Use This Document

The Final Environmental Impact Statement (EIS) for the Initial F-22 Operational Wing Beddown is intended to be a reader-friendly document that clearly responds to the questions and comments raised by agencies and the public during the review of the Draft EIS. The Final EIS should be used in conjunction with the Draft EIS published in April 2001. A CD containing both the Draft and Final EIS is provided for your reference at the back of this document. Organization of the Final EIS is shown below.

Executive Summary	Executive Summary <ul style="list-style-type: none"><input type="checkbox"/> Summary of the EIS<input type="checkbox"/> Identification of the Preferred and Environmentally Preferred Alternatives
Overview	Chapter 1 Introduction and Overview <ul style="list-style-type: none"><input type="checkbox"/> Introduction to the Final EIS<input type="checkbox"/> Preferred and Environmentally Preferred Alternatives<input type="checkbox"/> Public and Agency Involvement<input type="checkbox"/> Consultation and Coordination<input type="checkbox"/> Mitigations to Reduce the Potential for Environmental Consequences
Errata	Chapter 2 Errata <ul style="list-style-type: none"><input type="checkbox"/> Introduction<input type="checkbox"/> Clarification and Corrections to the Draft EIS
Comments and Responses	Chapter 3 Comments and Responses <ul style="list-style-type: none"><input type="checkbox"/> Introduction<ul style="list-style-type: none"><input type="checkbox"/> Comment Directory<input type="checkbox"/> Written, Oral, and Agency Comments<ul style="list-style-type: none"><input type="checkbox"/> Written Comments and Submitted Letters<input type="checkbox"/> Native American and Alaska Native Letters<input type="checkbox"/> Public Hearing Transcripts and Summaries<input type="checkbox"/> Agency Letters<input type="checkbox"/> Responses to Comments
Distribution and Glossary	Distribution, Glossary, Acronyms and Abbreviations <ul style="list-style-type: none"><input type="checkbox"/> Distribution List for the Final EIS<input type="checkbox"/> Glossary<input type="checkbox"/> Acronyms and Abbreviations

Cover Sheet

FINAL ENVIRONMENTAL IMPACT STATEMENT FOR INITIAL F-22 OPERATIONAL WING BEDDOWN

- a. *Responsible Agency:* United States Air Force
- b. *Cooperating Agency:* United States Navy
- c. *Proposals and Actions:* This Final Environmental Impact Statement (EIS) evaluates the environmental effects associated with the beddown of 72 operational F-22 aircraft at an existing Air Force base (AFB). The beddown of the three-squadron Initial F-22 Operational Wing at Langley AFB, Virginia, to replace three F-15C squadrons, is the proposed action and the Air Force's preferred alternative. The four alternatives include Eglin AFB, Florida; Elmendorf AFB, Alaska; Mountain Home AFB, Idaho; and Tyndall AFB, Florida. At Eglin or Elmendorf, three F-22 squadrons would replace two F-15C squadrons. At Mountain Home AFB, three F-22 squadrons would replace one F-15C squadron. At Tyndall AFB, three operational F-22 squadrons would be added and the three advanced fighter pilot training squadrons (one F-15C and two F-22) would remain. The no-action alternative would result in no decision to beddown the Initial F-22 Operational Wing at this time.
- d. *For Additional Information:* Ms. Brenda Cook, Initial F-22 Operational Wing Beddown EIS Project Manager, HQ ACC/CEVP, 129 Andrews Street, Suite 102, Langley AFB, VA 23665-2769. Telephone inquiries may be made to Headquarters Air Combat Command Public Affairs at (757) 764-5007.
- e. *Designation:* Final Environmental Impact Statement.
- f. *Abstract:* This Final EIS has been prepared in accordance with the National Environmental Policy Act. The public and agency scoping process resulted in the grouping of environmental resources in the following categories: aircraft operations, natural resources, cultural and traditional resources, human resources, and community and infrastructure. This Final EIS responds to public and agency review and comments on the Draft EIS. It also provides an errata chapter that identifies clarifications to the Draft EIS in response to review and public and agency input. For the proposed action at Langley AFB, findings indicate that the beddown would have minimal consequences in aircraft operations because Langley AFB is the only location where the land area affected by the Day-Night Average Sound Level (DNL) of 65 decibels (dB) or greater would be reduced from baseline (a reduction of approximately 88 residential acres). Localized areas currently within the 65 DNL noise contours could have increased noise levels. Langley AFB consequences to natural resources, human resources, and community and infrastructure would be the lowest among the locations. Langley AFB construction would impact the architectural and visual aspects of the Langley Historic District. Impacts continue to be addressed in coordination with the State Historic Preservation Office. The Eglin AFB alternative has the potential for the greatest noise consequences in the vicinity of the base (with an additional 123 residential acres affected). Elmendorf AFB's increased noise levels would occur over military land or water. Natural resources and human resources, particularly Alaska Native activities under the training airspace, have the potential for sonic boom consequences. The Mountain Home AFB alternative could directly impact natural resources from construction and directly and indirectly impact human resources and community and infrastructure, including schools, through increased growth pressure. In the Mountain Home airspace there is a potential for sonic boom consequences to natural and traditional resources. The Tyndall AFB alternative would include an additional 23 acres of residential land affected by a DNL of 65 dB or greater. Construction could potentially affect natural resources through the disturbance of habitat. Population growth could impact human and community and infrastructure resources. Langley AFB is the only installation with a reduction in operations employment. Compared to the alternative locations, Langley AFB has a greater potential for environmental consequences to historic resources and a similar or lower potential for environmental consequences to the other environmental resources. Langley AFB is recommended as the Air Force's preferred alternative.

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